

Sektion 2. Utlandstillverkad flygmateriel

R1

**TITEL:** Modifiering av länksystem för brandkran

**GÄLLER:** JT15D motorer som ej har införda modifieringar enligt P & WC Service Bulletin (SB) 7288 (daterad 7 maj 1990) och SB 7306 daterad 29 maj 1991.

**ÅTGÄRD:** Utför åtgärder i enlighet med bifogad kopia av CF-91-37R1.

**TID FÖR ÅTGÄRD:** I enlighet med tider angivna i CF-91-37R1.

**UNDERLAG:** CF-91-37R1 och där angivna tillämpbara Service Bulletiner enligt senaste utgåvor

**REFERENS:** CF-91-37R1

**UTGIVNINGS-DATUM:** 1992-05-14

**LFS: 1992:16**

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarende flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



Transport  
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Aérienne

Bilaga till LVD Nr 2392A

TP 7245E

No.	CF-91-37R1	1/2
Date	16 March 1992	

# AIRWORTHINESS DIRECTIVE

THE FOLLOWING CANADIAN AIRWORTHINESS DIRECTIVE IS ISSUED PURSUANT TO SECTION 211 OF THE AIR REGULATIONS AND CHAPTER 593 OF THE AIRWORTHINESS MANUAL.

## CF-91-37R1 PRATT & WHITNEY CANADA

Applies to all models of Pratt & Whitney Canada (P&WC) JT15D engines not incorporating P&WC Service Bulletin (SB) 7288 (dated 7 May 1990) and SB 7306 (dated 29 May 1991).

Compliance is required as indicated, unless already accomplished.

Airworthiness Directive (AD) CF-90-13 was issued to mandate the incorporation of P&WC SB 7281R2 (introduction of a modified emergency fuel shut-off linkage) and SB 7288 (introduction of an improved overspeed control wire rope) for the JT15D-5 and -5A series engines. In addition, AD CF-90-12 was issued to mandate the incorporation of SB 7288 for the JT15D-1 and -4 series engines. However, after the issuance of the above directives, there have been instances of excessive wear in the emergency fuel shut-off linkage on post-SB 7281 standard of hardware. P&WC SB 7306, which supersedes SB 7281, was issued on 29 May 1991 to introduce rework schemes and replacement of the existing emergency fuel shut-off linkage.

To improve the integrity of the emergency fuel shut-off linkage, accomplish the following:

### Part A

- For all models of JT15D engines:

Incorporate the modifications specified in P&WC SB 7288 (dated 7 May 1990) or later revisions, or superseding service bulletins that are "DOT Approved".

Compliance with Part A of this directive is required:

- 1) When the engine is disassembled sufficiently to afford access to the affected sub-assembly; or
- 2) At the next engine Hot Section Inspection; or
- 3) Before 1 September 1995;

whichever occurs first following the effective date of this directive.

### Part B

- For JT15D-1, -1A, -1B, -4, -4B, -4C and -4D engines incorporating P&WC SB 7281, SB 7281R1 or SB 7281R2; and

- For all JT15D-5, -5A and -5B engines:

Incorporate the modification specified in P&WC SB 7306 (dated 29 May 1991) or its later revisions, or superseding service bulletins that are "DOT Approved".

Compliance with Part B of this directive is required:

- 1) When the engine is disassembled sufficiently to afford access to the affected sub-assembly (No. 4 bearing housing cover); or
- 2) At the next engine Hot Section Inspection; or
- 3) Before 1 September 1995;

whichever occurs first following the effective date of this directive.

THIS AIRWORTHINESS DIRECTIVE MAY BE APPLICABLE TO AN AIRCRAFT MODEL WHICH OUR RECORDS INDICATE IS REGISTERED IN YOUR NAME. CONTINUING AIRWORTHINESS OF AN AIRCRAFT IS CONTINGENT UPON COMPLIANCE WITH ALL APPLICABLE AIRWORTHINESS DIRECTIVES. FAILURE TO COMPLY WITH THE REQUIREMENTS OF AN AIRWORTHINESS DIRECTIVE MAY INVALIDATE THE CERTIFICATE OF AIRWORTHINESS OR FLIGHT PERMIT OF YOUR AIRCRAFT.

For any address change, print new address on the envelope in which this Directive was received and return to  
Transport Canada, AARCE, Ottawa, Ontario, K1A 0N8  
(Full postage required).

Part C

- For JT15D-1, -1A, -1B, -4, -4B, -4C and -4D engines not incorporating P&WC SB 7281, SB 7281R1 or SB 7281R2:

Incorporate the modification specified in P&WC SB 7306 (dated 29 May 1991) or its later revisions, or superseding service bulletins that are "DOT Approved".

Compliance with Part C of this directive is required at the next engine overhaul.

Alternative means of compliance with the requirements of this directive may be used only if approved by the Director, Airworthiness Branch, Transport Canada, Ottawa. Any application should be made to the appropriate regional office.

This directive supersedes Airworthiness Directive CF-91-37 issued on 8 October 1991.

This directive becomes effective 1 May 1992.

For Minister of Transport



S.R. Didrikson  
Chief, Continuing Airworthiness

This revision is issued to change the compliance requirements stated in Part A and Part C of this AD.

Further information regarding the contents or interpretation of this directive may be obtained from your regional airworthiness office, or by contacting directly Mr. Robin Lau, Transport Canada, Airworthiness Branch, Ottawa, telephone (613) 952-4461 or facsimile (613) 996-9178.